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Job # 6F-T-31
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PHOTOGRAPHIC INTELLIGENCE REPORT

TBILISI/SOGANLUG AIRFIELD



27 DECEMBER 1957
RR-GP/DP-7-57

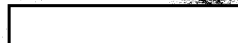
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PHOTO INTELLIGENCE REPORT
TBILISI/SOGANLUG AIRFIELD



27 December 1957
RR-GP/DP-7-57

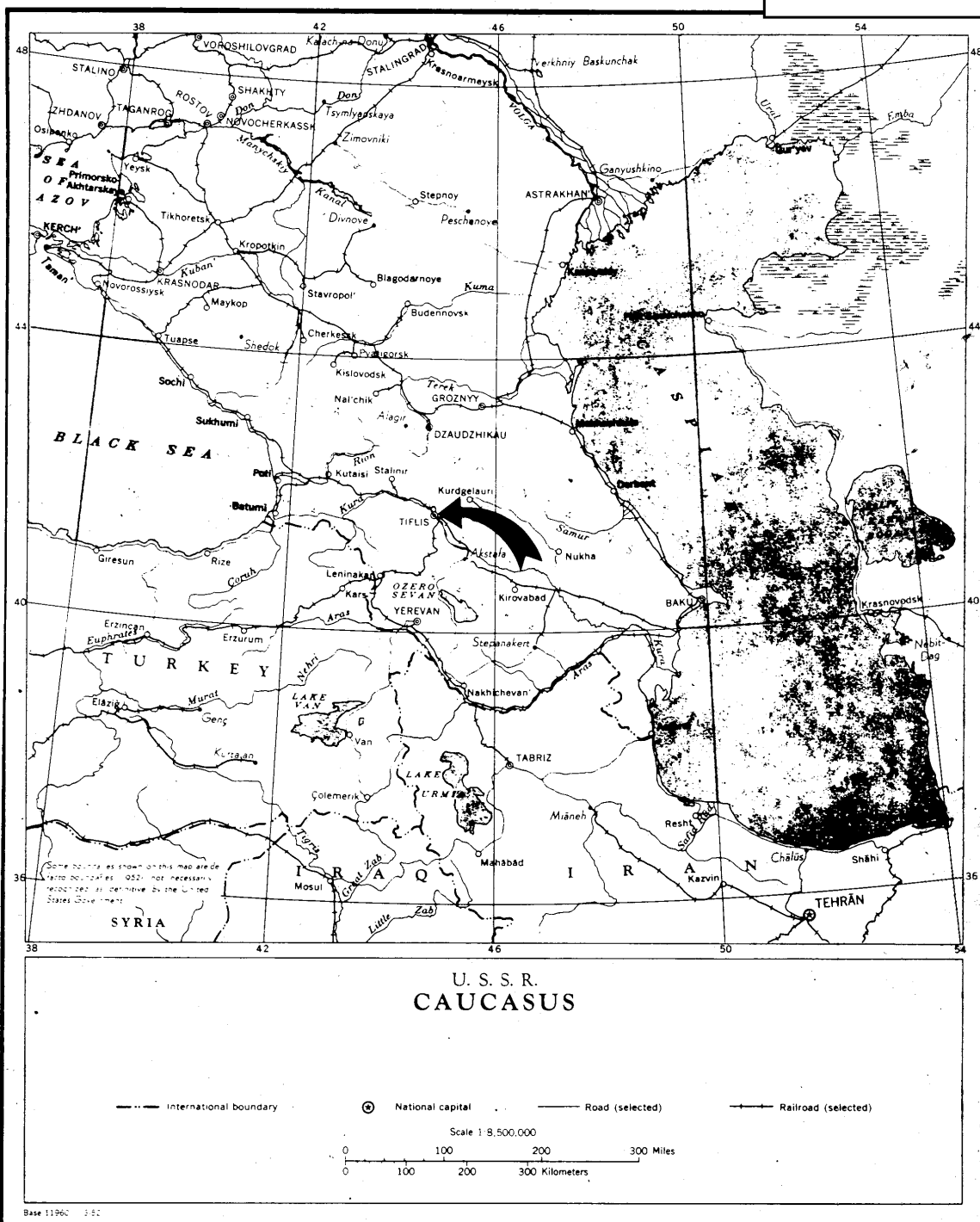
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PREFACE

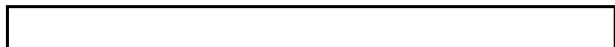
This photo analysis of Tbilisi/Soganlug Airfield is based on small format photography 

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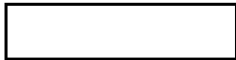
 and has been prepared by the

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Photo Intelligence Division of ORR. Two preliminary reports, Nos.

 have been prepared using

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the same photography. However, information presented herein is the result of a more careful analysis of the photographs and supersedes data in the preliminary reports. This airfield is also discussed briefly in two other reports, Nos. RR-GP/DP-1-57  and RR-GP/DP-2-57  which are based on different photography.

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TBILISI/SOGANLUG AIRFIELD

Tbilisi/Soganlug Airfield is located three and one-half miles southeast of Tbilisi (Tiflis), between the Kura River and the Tbilisi-Baku Railroad. This field is used mainly for testing jet fighters produced at Tbilisi Airframe Plant No. 31.

The black-pattern concrete runway is oriented north-northwest/south-southeast and measures approximately 6,000 by 270 feet, with 500 foot overruns at each end. There are two landing tees adjacent to the northwest end of the runway. The runway is not extendible in either direction due to the proximity of the Lachina River on the southeast and a small stream on the northwest. A concrete loop taxiway with two crossovers connects the ends of the runway. An enlarged portion of the taxiway serves as a parking apron. There are two hardstands, one off the center crossover and the other off the southeast part of the taxiway.

No POL storage facilities are visible at the field. However, numerous tank trucks are visible parked along the taxiway.

Fixed installations include one large hangar which is probably used for preflight checkout of new aircraft. This hangar, which has a concrete surface apron, appears capable of housing seven jet fighters. An operations building with control tower is located behind the main hangar. One U-shaped and one L-shaped building, possibly barracks, are located northwest of the operations building. One large tank and a small building are located west of the operations building. Approximately eight additional buildings are located along the west side of the taxiway. No shop facilities other than the large hangar are visible.

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Navigation facilities include a control tower, numerous possible pole-type antennas located southwest of the parking apron, two probable meteorological boxes in a fenced area adjacent to the operations building, and approximately eight light posts along the parking apron.

The only transportation facility serving the airfield is an asphalt road which leads northwest to Tbilisi Airframe Plant No. 31. An electrified railroad passes northeast of the field, but there is no spur or siding to serve the airfield.

The following is a report of aircraft and activities observed on the airfield during the Summer and Fall of 1957.

Early July photography reveals no activity or aircraft on the airfield. Thirteen MIG-17s (Frescos) are imaged on photography taken in Mid-July (see plate 1). Seven are located on the parking apron, two on the taxiway near the northeast end of the hangar, one on the service apron in front of the hangar, and three in the hangar, as evidenced by protruding tail sections. Vehicles present consist of three tank trucks, one moving northwest along the parking apron, and one each parked on the grass southwest and north of the parking apron.

Twenty-eight LI-2s (Cabs) are visible on photography of late October (see plate 2). Nine are located on the grass just northeast of the runway, one on the grass near the southeast end of the runway, and 18 on the grass between the runway and taxiway. One large and 38 small tents are pitched south of the hardstand which extends southwest

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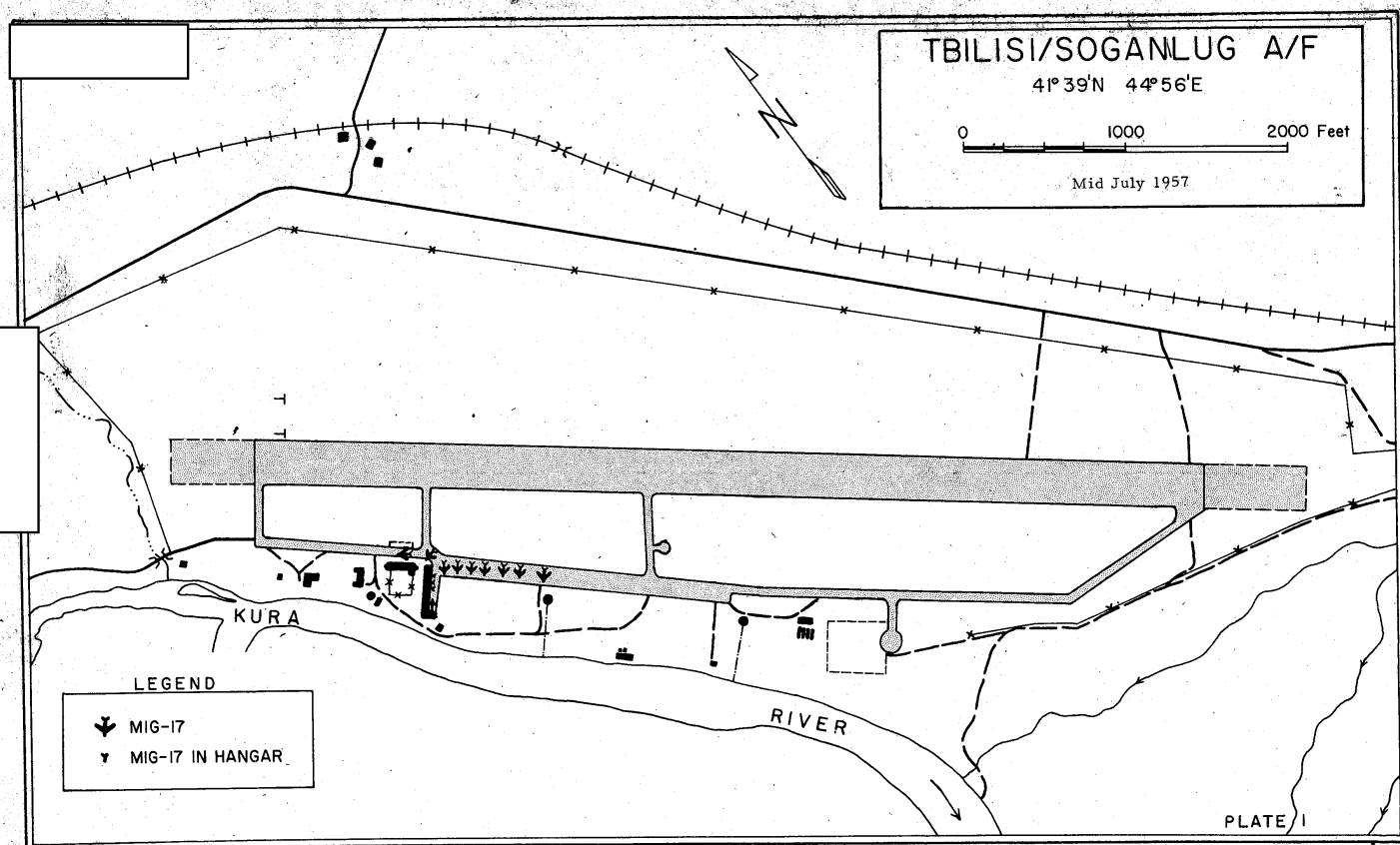
of the taxiway. Numerous trucks are parked on the hardstand and one truck is visible near the nine Cabs parked northeast of the runway. The trucks are probably being used to unload cargo from the airplanes. Large quantities of supplies are spread out in an area northwest of the hardstand. Three trucks are on the taxiway heading northwest in the direction of the airframe plant.

Early November photography shows 31 LI-2s (Cabs) and two MIG-17s (Frescos) (see plate 3). Nine Cabs are still parked on the grass just northeast of the runway, and 22 are on the grass between the runway and taxiway. One Fresco is located on the service apron in front of the hangar and the other is on the parking apron. One large and four small tents are the only ones remaining from the 39 tents observed in late October. There are still numerous supplies located northwest of the hardstand, although the quantity has diminished. No trucks are visible on the field.

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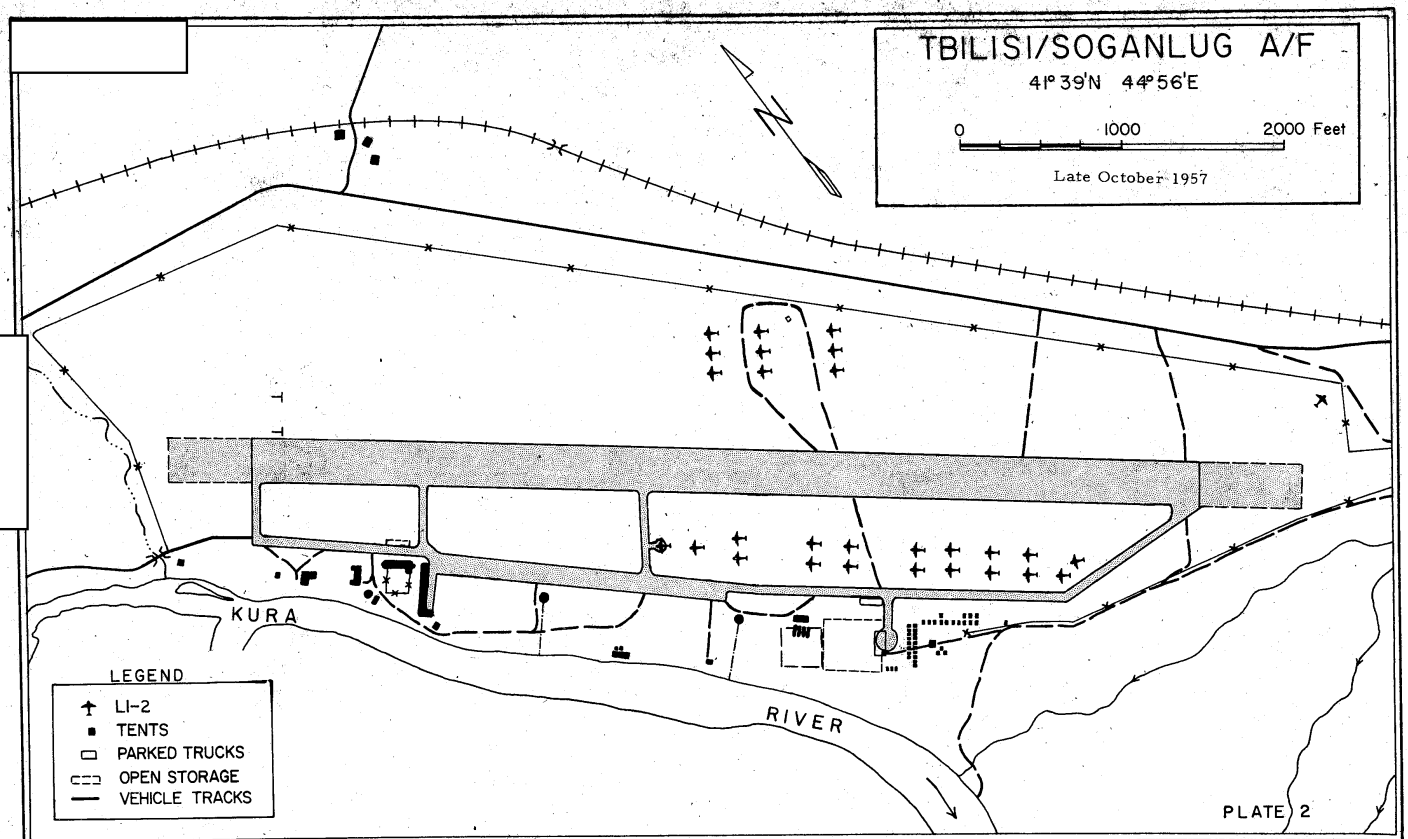


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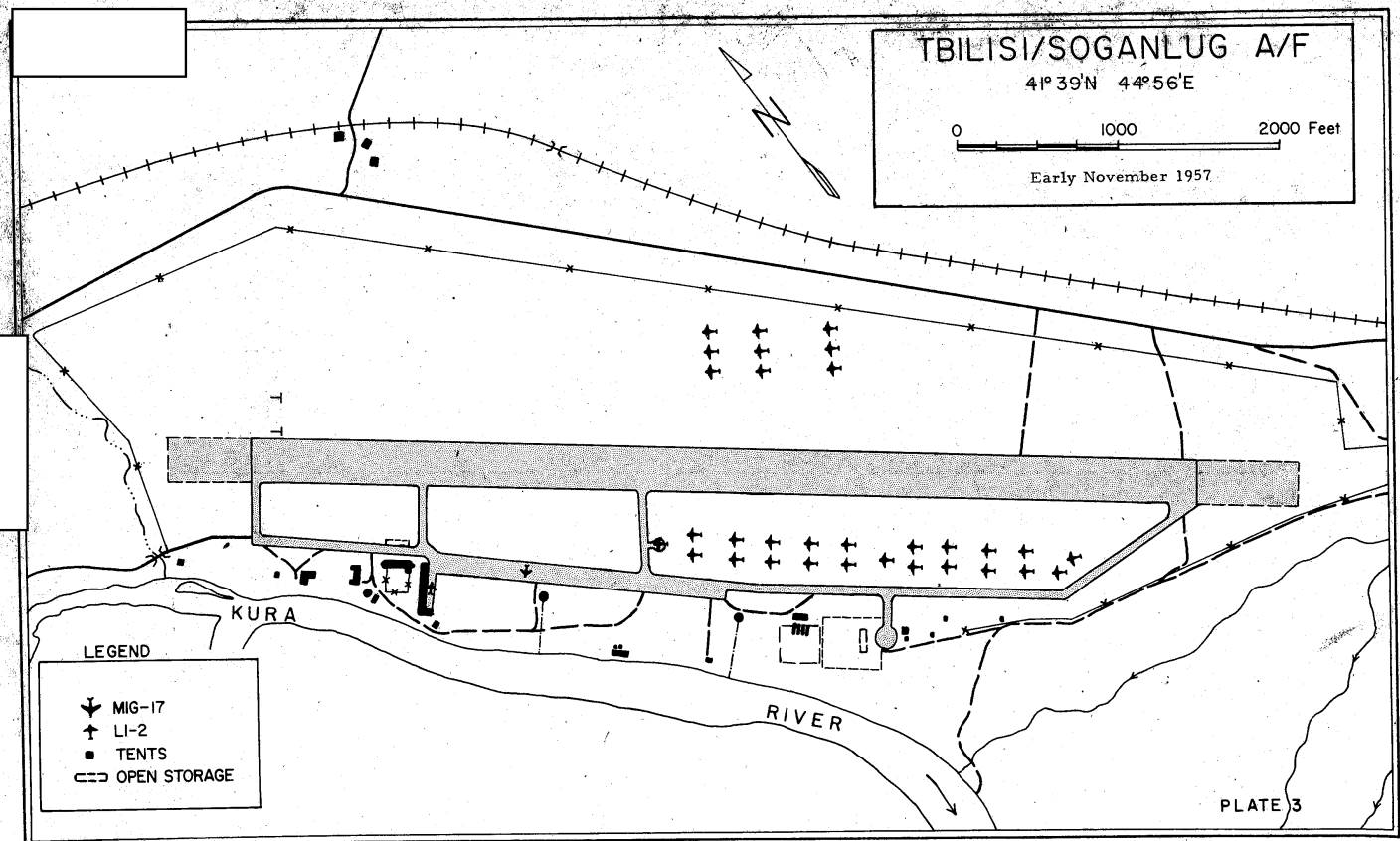


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